The Ohio Public Works Commission
65 East State Street, Suite 312, Columbus, Ohio 43215 Phone (614) 466-0880

APPLICATION FOR FINANCIAL ASSISTANCE
Revised 7/93

CBI01

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

SUBDIVISION: Colerain Township CODE# 061 - 16616

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 8 / 23 / 96

CONTACT: Dennis B. Chapman PHONE # (513) 385-7502
(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

PROJECT NAME: Prechtel Road Reconstruction

SUBDIVISION TYPE
(Check Only 1)
__1. County
__2. City
X 3. Township
__4. Village
__5. Water/Sanitary District (Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
X 1. Grant $ 819,000
__2. Loan $_____
__3. Loan Assistance $_____
MBE SET-ASIDE OFFERED
Construction $_____
Procurement $_____

PROJECT TYPE
(Check Largest Component)
X 1. Road
__2. Bridge/Culvert
__3. Water Supply
__4. Wastewater
__5. Solid Waste
__6. Stormwater

TOTAL PROJECT COST: $ 910,000 FUNDING REQUESTED: $ 819,000

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT: $ 819,000.00
LOAN: $_____

LOAN ASSISTANCE: $_____
%_____ TERM: _____ yrs. (Attach Loan Supplement)

(Check Only 1)
___State Capical Improvement Program
_x_Local Transportation Improvements Program
___Small Government Program

DISTRICT MBE SET-ASIDE
Construction $_____
Procurement $_____

FOR OPWC USE ONLY

PROJECT NUMBER: C_____/C_____
Local Participation_____%
OPWC Participation_____%
Project Release Date:__/__/__
OPWC Approval:_____

APPROVED FUNDING: $_____
Loan Interest Rate: _____%
Loan Term: _____years
Maturity Date: _____
Date Approved:__/__/__

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

			MBE $	Force Account $
a.)	Project Engineering Costs:			
	1. Preliminary Engineering	$ N/A .00		
	2. Final Design	$ N/A .00		
	3. Other Engineer Services *	$ N/A .00		
	Supervision $ N/A .00			
	Miscellaneous $ N/A .00			
b.)	Acquisition Expenses:			
	1. Land	$ N/A .00		
	2. Right-of-Way	$ N/A .00		
c.)	Construction Costs:	$ 819,000 .00		
d.)	Equipment Purchased Directly:	$ N/A .00		
e.)	Other Direct Expenses:	$ N/A .00		
f.)	Contingencies:	$ 91,000 .00		
g.)	TOTAL ESTIMATED COSTS:	$ 910,000 .00		

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

				%
a.)	Local In-Kind Contributions	$ N/A .00		
b.)	Local Public Revenues	$ 91,000 .00		10
c.)	Local Private Revenues	$ N/A .00		
d.)	Other Public Revenues			
	1. ODOT PID# _____	$ N/A .00		
	2. EPA/OWDA	$ N/A .00		
	3. OTHER	$ N/A .00		
SUB TOTAL LOCAL RESOURCES:			$ 91,000 .00	10
e.)	OPWC Funds			
	1. Grant	$ 819,000 .00		90
	2. Loan	$ 0 .00		
	3. Loan Assistance	$ 0 .00		
SUB TOTAL OPWC RESOURCES:			$ 819,000 .00	90
f.)	TOTAL FINANCIAL RESOURCES:		$ 910,000 .00	100%

*Other Engineer's Services must be outlined in detail on the required certified engineer's estimate.

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a summary from the Chief Financial Officer listed in section 5.2 listing all local share funds budgeted for the project and the date they are anticipated to be available.

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Prechtel Road Reconstruction

2.2 BRIEF PROJECT DESCRIPTION - (Sections a through d):

a: SPECIFIC LOCATION: Prechtel Road is located approximately 3200 feet west of Colerain Avenue off of Dry Ridge Road. Prechtel Road runs west approximately 2342 L.F. from Dry Ridge Road to its terminus at the end township maintenance sign. From this point on is private property. See location map.

PROJECT ZIP CODE: 45252

b: PROJECT COMPONENTS: The project components are as follows:

1) Remove existing asphalt base
2) Undercut subgrade as necessary
3) Remove existing drive aprons and install new aprons as per print
4) Install new storm sewers, catch basins, manholes
5) Widen road to standard width of 28'b/b of curbs
6) Install new concrete curbs
7) Install bituminous aggregate base material
8) Install new asphaltic concrete surface
9) Tree removal as necessary
10) Reclimate
11) Sodding

c: PHYSICAL DIMENSIONS / CHARACTERISTICS:

See attachment A

d: DESIGN SERVICE CAPACITY:

IMPORTANT: Detail shall be included regarding current service capacity vs proposed service level. If road or bridge project, include ADT. If water or wastewater project, include both current residential rates based on monthly usage of 7,756 gallon per household.

Attach current rate ordinance.

Prechtel road was built to be a quiet residential dead end street with minimal residential traffic and no heavy truck traffic. The current ADT for Prechtel Road is 2000. The roadway serves the residents along Prechtel Road, along with residents on 3 intersecting streets. At the end of the road is the Pebblecreek Golf Course and restaurant whose guests use Prechtel Road also. There are also school buses that use this roadway. There are all types of construction traffic due to the building of all the new homes in this area. The demands on this road are growing each year as more subdivisons are built in the area and more people utilize the golf course and restaurant.

2.3 USEFUL LIFE / COST ESTIMATE: **Project Useful Life: 20 Years.**

Attach Registered Professional Engineer's statement, with original seal and signature certifying the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	$ 910,000	100%
State Funds Requested for Repair and Replacement	$ 819,000	90 %
TOTAL PORTION OF PROJECT NEW/EXPANSION	$ 0.00	0 %
State Funds Requested for New and Expansion	$ 0.00	0 %

(SCIP Project Grant Funding for New and Expansion cannot exceed 50% of the total Project Costs)

4.0 PROJECT SCHEDULE:*

		BEGIN DATE	END DATE
4.1	Engineering/Design:	completed	completed
4.2	Bid Advertisement:	11 / 15 /97	12 / 15 /97
4.3	Construction:	3 / 1 /98	12/ 31 /98

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be approved in writing by the Commission once the Project Agreement has been executed. Dates should assume project agreement approval/release on July 1st. of the Program Year applied for.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE OFFICER: David Foglesong
TITLE: Administrator
STREET: 4200 Springdale Road
CITY/ZIP: Cincinnati, Ohio 45251
PHONE: (513) 385 - 7500
FAX: (513) 385 - 1518

5.2 CHIEF FINANCIAL OFFICER: Kathy Mohr
TITLE: Clerk Colerain Township
STREET: 4200 Springdale Road
CITY/ZIP: Cincinnati, Ohio 45251
PHONE: (513) 385 - 7500
FAX: (513) 385 - 1518

5.3 PROJECT MANAGER: Dennis B. Chapman
TITLE: Road Superintendent
STREET: 4725 Springdale Road
CITY/ZIP: Cincinnati, Ohio 45251
PHONE: (513) 385 - 7502
FAX: (513) 385 - 4458

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Check each section below, confirming that all required information is included in this application.

__X__ A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and execute contracts. (Attach)

__X__ A summary from the applicant's Chief Financial Officer listing all local share funds budgeted for the project and the date they are anticipated to be available. (Attach)

__X__ A registered professional engineer's estimate of projects useful life and cost estimate, as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimates shall contain engineer's original seal and signature. (Attach)

__N/A__ A copy of the cooperation agreement(s) if this project involves more than one subdivision or district.(Attach)

__X__ Capital Improvements Report: (Required by 164 O.R.C. on standard form)
__N/A__ A: Attached.
__X__ B: Report/Update Filed with the Commission within the last twelve months.

__N/A__ Floodplain Management Permit: Required if project is in 100 year floodplain. See Instructions.

__X__ Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), and other information to assist your district committee in ranking your project.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) that to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) that all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement and a Notice To Proceed for this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

David L. Foglesong, Administrator Colerain Township
Certifying Representative (Type or Print Name and Title)

David L Foglesong 9/24/96
Signature/Date Signed

ATTACHMENT A

The existing roadway is 16 feet wide, and the total length of the project is 2,342 lineal feet. There are no curbs or drainage system. There is a steep grade which runs down to the intersecting Dry Ridge Road. Attached are pictures of this intersection. The steepness of the grade and limited visibility present an urgent safety issue. The limited visibility is approximately 300' and it is made worse due to the fact that vehicles come over a hill at this point. The first thing seen is the front bumper of the vehicle because of the peak of this hill. The road has no type of turn around at its terminus. This roadway serves three intersecting streets; each with multiple residences on them. The existing base has failed. The roadway has rutting which is not only a base distress, but causes water to pond in these areas. There is alligator cracking throughout. The pavement is weathering and raveling and ckacked throughout. Many of the distresses with this pavement are disquised with the tar and chip surface treatment. With the patches, bumps, and sags, potholes, etc. the rideability is bumpy. The edges of the roadway are cracked and broken off due to the narrowness of this road. When two vehicles pass, their wheels fall off the pavement breaking down additional pavement which creates severe lane shoulder drop off, and ruts in the berm; this, of course, is another safety issue.

Prechtel road is a highly traveled road by residents of Prechtel Road, the three intersecting roads, and as the only access to the golf course and restaurant. The golf course and restaurant have heavy truck traffic using Prechtel Road for deliveries. Two of these intersecting roads have had new homes being built on them pretty constant over the last five or so years. This brought heavy truck traffic to this road. This heavy truck traffic did and still is breaking down this pavement and causing a safety hazard to other motorists passing by a truck due to the narrow width and edge rutting. When reconstructed the roadway will have a proper drainage system and curbs. The roadway will be constructed to a standard width of 28 feet b/b of curbs with a bituminous aggregate base material. The steep grade at Dryridge road and a new culdesac at the terminus will be addressed.

ATTACHMENT B

Prechtel road being over 50 years old was not built for heavy truck traffic or the amount of vehicular traffic it now experiences. Over the years it has been maintained by patching and surface treatments of tar and chip. Prechtel road is an asphaltic concrete road with a narrow surface width of only 16 feet. When automobiles, school buses, trucks of all sizes going in different directions have to pass by each other on this narrow road, one or both vehicles must ride on the broken edges or even off of the pavement which has caused edge failures, lane choulder drop off, and rutting. The edges of pavement have been patched over and over but still break up. This also is a danger to the motorist due to the fact that it creates the possibility for an accident. The heavy truck traffic magnifies this problem. The road has no curb or drainage system. The pavement has a problem with water pooling due to a lot of rutting and the street being flat with no crown. This is a danger to motorists causing a chance for hydroplaning, or icy conditions in the winter months. This also keeps adding to the deterioration. The overall base has failed, there is a heavy amount of rutting and alligator cracking associated with numerous potholes and patches. Rideability is poor due to all the bumps and sags, patches and potholes, and other distresses listed above.

The terminus of the road has no type of turnaround. This puts turn around traffic onto the private properties at the end of the street. It makes snow removal and deliveries a difficult and dangerous task for the truck driver who has no choice but to back up. The intersection with Dry Ridge Road is extremely steep and possibly dangerous. When the pavement is wet or icy, vehicles may slide out into oposing traffic on Dry Ridge Road. The narrow pavement adds to the danger of this intersection. There is limited visibility of approximately 300' at this intersection and it is made worse due to the fact that vehicles come over a hill at this point. So the first thing seen is the front bumper coming over the peak of this hill. Colerain Townships pavement management program has rated this pavement with a zero predicted pavement condition index (PCI), which is a failed condition. This roadway is the only access that serves three intersecting streets, each with multiple residents on them. There is a golf course and restaurant at the end of the street. The demands on this road are increasing each year, and the inadequate road needs to be reconstructed to provide a safer quality road.

ATTACHMENT C

Once Prechtel road is reconstructed it will be a standard width. This will enable the road to safely handle the school bus and truck traffic as well as passanger car traffic providing the users with a standard width pavement. The dangerous intersection at Dry Ridge road should be improved and provide a safer ingress and egress of Prechtel Road, improving visibility and steepness. This will benefit overall safety. The addition of the culdesac at the end will greatly improve safety by reducing the need to back up. The chance of an accident will be reduced with the new standard road width and new drainage system. The pavement will no longer hold water which also will help reduce hydroplaning and icy areas in the winter. This reconstruction will improve the welfare of the area by attracting more people to build and buy homes, and to want to travel the road to use the restaurant and golf course at the end. The police and fire emergency response will be aided by this reconstruction, enabling them with better ingress and egress, a smoother standard width surface and ability to turn around safely. The factors above are very important to the safety and welfare to our residents and our community especially due to the demands of this road growing each year.

ATTACHMENT D

Prechtel road is an artery that serves three intersecting roads as well as a golf course and a restaurant. This reconstruction will provide citizens safer travel of Prechtel road and intersecting streets as well as increase patronization of the golf course and restaurant, increasing commerce and sparking economic growth for the community. It will improve the quality, structure and soundness of this street. This reconstruction will enhance public safety with the improvement of the once dangerous and steep intersection at Dry Ridge road, and improvement to the width and drainage of the roadway will decrease the chance of accidents. The improvement of the terminus with a culdesac will greatly improve safety and well being. This reconstruction will provide safety and welfare for the traveling public while serving our entire community.

SCIP ROUND 11
AUGUST 24, 1996

PROJECT: Prechtel Road Reconstruction
ENG. EST.: $910,000

OPWC PROJECT
PREPARED BY : Colerain Township Public Works Department

REF. NO.	ITEM NO.	DESCRIPTION	UNIT	QUANT.	ENGINEER'S ESTIMATE UNIT	TOTAL
1	201	CLEARING AND GRUBBING	LS	1	20,000.00	$20,000.00
2	202	ASPHALT PAVEMENT REMOVED	SY	5575	5.00	$27,875.00
3	202	DRIVE APRON REMOVED (CONC. OR BITUM.)	SY	760	15.00	$11,400.00
4	202	PIPE REMOVED	LF	654	10.00	$6,540.00
5	202	CATCH BASIN REMOVED	EA	5	250.00	$1,250.00
6	202	FENCE REMOVED FOR REUSE OR STORAGE	LF	320	10.00	$3,200.00
7	203	EXCAVATION	CY	3530	12.00	$42,360.00
8	203	EMBANKMENT	CY	2700	12.00	$32,400.00
9	203	SUBGRADE COMPACTION	SY	8540	1.00	$8,540.00
10	207	SILT FENCE	LF	2000	10.00	$20,000.00
11	207	STRAW BALES	EA	250	5.00	$1,250.00
12	301	BITUMINOUS AGGREGATE BASE	CY	1310	55.00	$72,050.00
13	402	ASPHALT CONCRETE, AC-20	CY	485	55.00	$26,675.00
14	404	ASPHALT CONCRETE, AC-20	CY	260	60.00	$15,600.00
15	452	PL. PORT. CEMENT CONCRETE-7" (DRIVES)	SY	170	25.00	$4,250.00
16	601	ROCK CHANNEL PROTECTION, TYPE B, W/O FIL	CY	3	65.00	$195.00
17	603	12" CONDUIT, TYPE C	LF	259	35.00	$9,065.00
18	603	15" CONDUIT, TYPE C	LF	380	40.00	$15,200.00
19	603	18" CONDUIT, TYPE C	LF	70	45.00	$3,150.00
20	604	CATCH BASIN, CB-3A	EA	2	1750.00	$3,500.00
21	604	CATCH BASIN, CB3-MH	EA	2	2500.00	$5,000.00
22	604	CATCH BASIN, CB3M	EA	6	2000.00	$12,000.00
23	604	WINGWALL, HAM. CO. PLATE 5 (PUBLIC WKS)	EA	3	3000.00	$9,000.00
24	609	CONCRETE CURB, TYPE 6	LF	4880	12.00	$58,580.00
25	610	5' RETAINING WALL	LF	50	50.00	$2,500.00
26	614	MAINTAINING TRAFFIC	LS	1	20000.00	$20,000.00
27	619	FIELD OFFICE	LS	1	10000.00	$10,000.00
28	623	CONSTRUCTION LAYOUT STAKES	LS	1	15000.00	$15,000.00
29	638	8" WATERMAIN, DIP, ANSI CLASS 52	LF	2425	95.00	$230,375.00
30	638	FIRE HYDRANTS COMPLETE	EA	7	500.00	$3,500.00
31	638	8" VALVES	EA	7	100.00	$700.00
32	638	CONNECT WATER SERVICE TO NEW MAIN	EA	35	200.00	$7,000.00
33	638	FIRE HYDRANT REMOVED & DISPOSED	EA	6	100.00	$600.00
34	651	TOPSOIL STOCKPILED	CY	85	12.00	$1,020.00
35	652	PLACING STOCKPILED TOPSOIL	CY	85	20.00	$1,700.00
36	659	SEEDING AND MULCHING	CY	5000	4.50	$22,500.00
37	SPL	RESET MAILBOXES	EA	25	75.00	$1,875.00
38	SPL	4" GAS MAIN RELOCATION	LF	2425	38.00	$92,150.00
39	SPL	CONNECT GAS SERVICE TO NEW MAIN	EA	35	200.00	$7,000.00
40	SPL	SUPPLEMENTAL ITEMS	LS	1	85000.00	$85,000.00
					TOTAL	$910,000.00

USEFUL LIFE: This is to certify that upon satisfactory completion of this work, the useful life of the streets on this project will be at least 20 years.

Signed: William W. Brayshaw P.E.
WILLIAM BRAYSHAW

COLERAIN TOWNSHIP PUBLIC WORKS DEPARTMENT
ROAD DIVISION

ROAD SUPERINTENDENT
DENNIS B. CHAPMAN

ADMINISTRATOR
DAVID L. FOGLESONG

4725 SPRINGDALE ROAD, CINCINNATI, OHIO 45251

513-385-7502
FAX 513-385-4458

August 30, 1996

STATUS OF FUNDS REPORT

ATTACHMENT E

Project: Prechtel Road Reconstruction

This is to certify that the sum of $ 91,000 is available as the local matching funds in connections with Colerain Townships' application for State Capital Improvement Program (SCIP) Funds for the above mentioned project.

The source of the local match will be Colerain Township funds. Local matching funds will be encumbered and certified upon completion of the Project Agreement with the Ohio Public Works Commission.

COLERAIN TOWNSHIP

Chief Executive Officer: David L. Foglesong
David Foglesong, Administrator
Colerain Township

Chief Financial Officer: Kathy Mohr
Kathy Mohr, Clerk
Colerain Township

RESOLUTION No. 30-96

Hamilton County, Ohio

Be It Resolved *by the Township Trustees of* Colerain *Township, that*

WHEREAS Colerain Township has the opportunity to apply for 1996 SCIP Funds from the State of Ohio for Round 11 for repair, resurfacing, and reconstruction on various streets in Colerain Township as noted on the attached list, and

WHEREAS A Chief Executive Officer, a Financial Officer, and a Contact Person must be appointed to enter into a contract with the Ohio Public Works Commission; now therefore,

BE IT RESOLVED that the Colerain Township Board of Trustees hereby appoints Colerain Township Administrator David L. Foglesong as Chief Executive Officer; Colerain Township Clerk Kathy Mohr as Financial Officer; and Colerain Township Public Works Director Dennis Chapman as Project Manager.

Adopted the 10th *day of* September 19 96

Attest: Kathy Mohr
Township Clerk.

Township Trustees

STATE OF OHIO
OFFICE OF THE AUDITOR
JIM PETRO, AUDITOR OF STATE

FINANCIAL REPORT OF TOWNSHIP

For Fiscal Year Ending December 31, 1995

Colerain Township, County of Hamilton

SUMMARY OF CASH BALANCES, RECEIPTS AND EXPENDITURES

Line No.	SOURCE DESCRIPTION	GOVERNMENTAL FUNDS	TOTAL EXPENDABLE TRUST AND AGENCY FUNDS		NON-EXPENDABLE TRUST FUNDS	TOTALS FUND BALANCE
01	RECEIPTS:	REVENUE RECEIPTS			OPERATING	
02	Taxes	7,369,335.42			RECEIPTS	7,369,335.42
03	Charges for Services					
04	Licenses, Permits and Fees	521,800.50				521,800.50
05	Fines and Forfeitures	1,497.12				1,497.12
06	Intergovernmental Receipts	2,339,829.75				2,339,829.75
07	Special Assessments	15,395.26				15,395.26
08	Interest	718,539.95		04		718,539.95
	Gifts			05		
09	All Other Revenue	587,985.82		06		587,985.82
10	TOTAL RECEIPTS	11,554,378.82		08		11,554,378.82
	DISBURSEMENTS	EXPENDITURE DISBURSEMENTS			OPERATING	
13	General Government	714,065.97			DISBURSEMENTS	714,065.97
14	Public Safety	5,435,171.10				5,435,171.10
15	Public Works	2,322,237.50				2,322,237.50
16	Health	49,568.72				49,568.72
17	Human Services					
18	Conservation-Recreation	426,785.69				426,785.69
19	Miscellaneous	29,122.97				29,122.97
20	Capital Outlay	976,611.14		13		976,611.14
21	Debt Service					
22	Bond Principal Payment					
23	Note Principal Payment					
24	Interest and Fiscal Charges					
	PersonalServices			10		
	Contract Services			11		
	Supplies and Materials			12		
	TOTAL DISBURSEMENTS	9,953,513.09				9,953,513.09
27	Total Receipts Over/(Under) Disb.	1,600,865.73		17		1,600,865.73
		OTHER FINANCING SOURCES (USES)			NON-OPERATING	
29	Proceeds of Bonds				RECEIPTS (DISB.)	
30	Proceeds of Notes					
31	Operating Transfers-In	197,000.00		35		197,000.00
32	Operating Transfers-Out	197,000.00		36		197,000.00
33	Advances-In					
34	Advances-Out					
35	Other Sources/Receipts			29		
36	Other Uses/Disbursements			30		
38	TOTAL OTHER FINANCING SOURCES (USES)					
39	Total of Receipts & Other Sources Over (Under)					
40	Disbursements & Other Uses	1,600,865.73		40		
41	Fund Cash Balance, January 1 1995	10,937,367.73		41		10,937,367.73
42	Fund Cash Balance, December 31, 1995	12,538,233.46		42		12,538,233.46
43	Reserve for Encumbrances, Dec. 31,	1,565,800.03		43		1,565,800.03

SUMMARY OF INDEBTEDNESS	OUTSTANDING Jan 1, 19	NEW ISSUES	RETIRED	OUTSTANDING Dec. 31, 19
TOTAL				

Fund Cash Balance	
Depository Balance	350,171.45
Investments	12,485,000.00
Cash on Hand	
Total Treasury Balance	12,835,171.45
Less Outstanding Checks	296,937.99
TOTAL BALANCE	12,538,233.46

I certify the following report to be correct and true, to the best of my knowledge:

Clerk
(Chief Fiscal Officer Title)

Kathy Mohr
(Chief Fiscal Officer Sign Above)

2/15/96
(Date)

4200 Springdale Rd
(Street Address)

Kathy Mohr
(Type or Print Name)

385-7500
Telephone

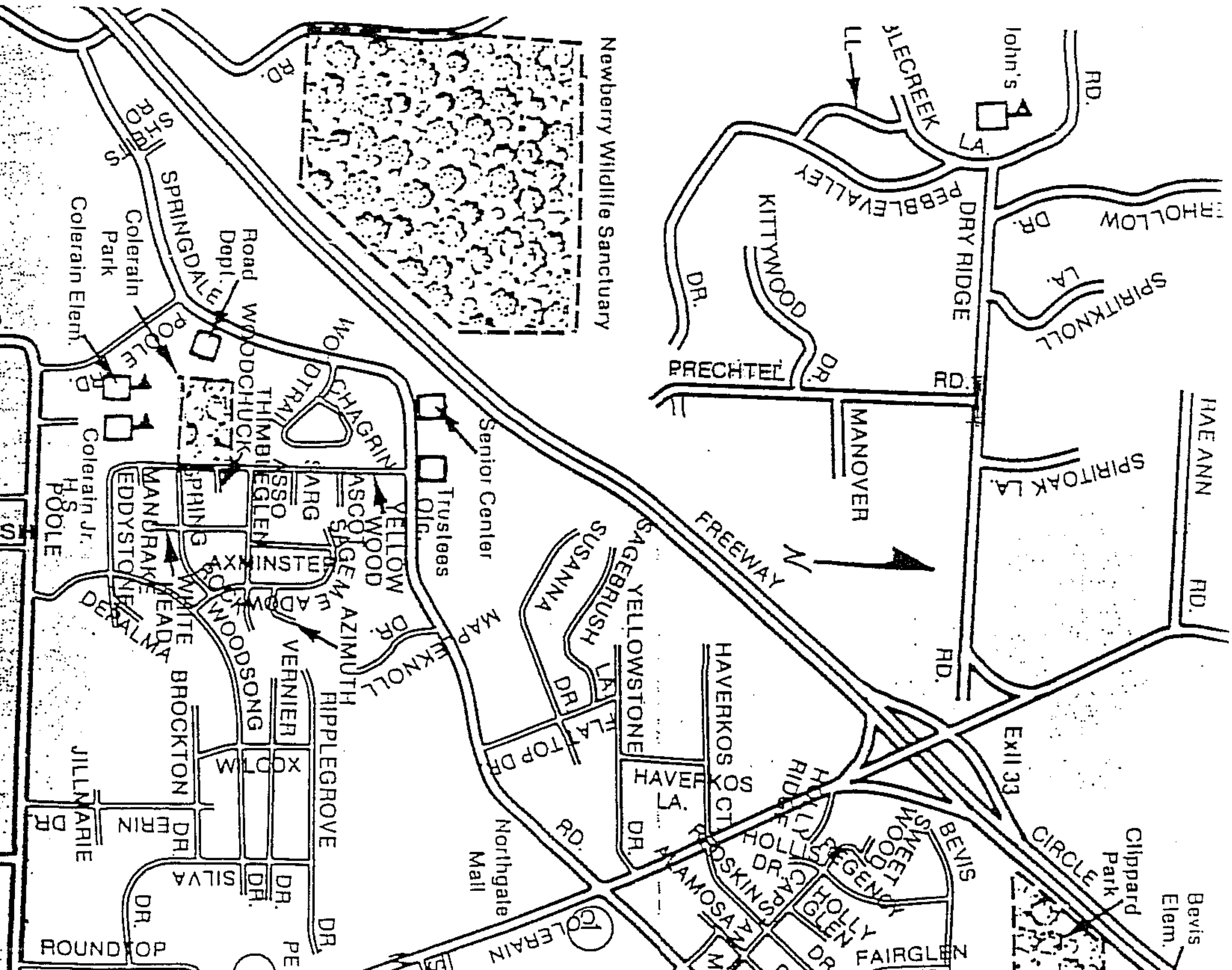
Cincinnati, Ohio 45251
(City or Village) (Zip)

AUD-4254 A-95

"This is an Unaudited Financial Report"


BLUE ROCK
RD.
DRY RIDGE
E. MIAMI RIVER
RD.
SCULL
DAY
DUILAP
WEIK
SHEITS
CHURCH
GOSLING
SPIRITRIDGE
LA.
ROPELT
OWL CREEK
BREHM
SKY RIDGE
DR.
NORTHW
KRISTIRIDGE
YEATMAN
PEBBLECREEK
PEBBLEKNOLL DR.
St. John's
Newberry Wildlife Sanctuary
PEBBLEVALLEY
DEERHOLLOW
SPIRITKNOLL
KITTYWOOD
PRECHTEL
MANOVER
SPIRITOAK LA.
RAE ANN
COLERAIN
W. KEMPER
YEATMAN ST.
ELBOW
AIRY MEADOWS RD.
BANK
EXPRESSWAY
FREEWAY
STRUBLE
LOCK ARBOUR LA.
HUGHES
CREST
BUELL
BREEZY ACRES
POTTINGER RD.
PIPPIN
Triple Creek Park
Northwest H.S.
Northgate Mall
Bevis Elem.
Clippard Park
SPRINGDALE
CRUSADER DR.
DUNRAVEN
LORALINDA
TRELAWNEY CT.
KINGMAN
ROUNDTOP
SENIOR CENTER
TRUSTEES
Colerain Park
Road Dept.
Colerain Elem.
Colerain Jr. H.S.
POOLE
WILCOX
SUSANNA
YELLOWSTONE
SAGEBRUSH
HAVERKOS
GLENKNOLL
FAIRGLEN
FERNHAVEN CT.
Taylor Elem.
Fire Hdqs.
Palm Park
ORANGE BLOSSOM
CONDOR
NEW YEAR
MOONFLOWER
SPRING GLEN
CIVIC CENTER
275
MERRIVIEW LA.
HOUSTON
MELISSA
COUNTRY PARK
QUAKER
GREEN BROOK
Exit 33
9
20
16
30
3
ZOELLNER
COMPTON

PRECHTEL RD.



Newberry Wildlife Sanctuary
PRECHTEL RD.
KITTYWOOD DR.
MANOVER
DRY RIDGE RD.
PEBBLEVALLEY
SPIRITKNOLL LA.
SPIRITOAK LA.
RAE ANN RD.
John's
FREEWAY
Exit 33
CIRCLE
Clippard Park
Bevis Elem.
BEVIS
Senior Center
Trustees Ofc.
Road Dept.
Colerain Park
Colerain Elem.
Colerain Jr. H.S.
SPRINGDALE
POOLE RD.
WOODCHUCK
THIMBLEGLEN
CHAGRIN
YELLOWWOOD DR.
AXMINSTER
SAGEM
AZIMUTH
MAPLEKNOLL
SUSANNA
SAGEBRUSH LA.
YELLOWSTONE
HAVERKOS CT.
HAVERKOS LA.
HOLLIS DR.
HOLLY GLEN DR.
FAIRGLEN
TOP DR.
RD.
Northgate Mall
COLERAIN
VERNIER
RIPPLEGROVE
WOODSONG
BROCKTON
WILCOX
WHITE
MEADA
DERALMA
EDDYSTONE
JILLMARIE DR.
ERIN DR.
SILVA DR.
ROUNDTOP
POOLE
N

ADDITIONAL SUPPORT INFORMATION

For Program Year 1997 (July 1, 1997 through June 30, 1998), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State form BR-86.

Closed _____ Poor ___X___

Fair _____ Good _____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

See attachment B

2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 1997) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

5 weeks / (months) (Circle One)

Are preliminary plans or engineering completed? (Yes) No

Are detailed construction plans completed? (Yes) No

Are all right-of-way and easements acquired?* Yes No (N/A)

* Please answer the following if applicable:

No. Of parcels needed for project:_____ Of these, how many are

Takes _____, Temporary _____, Permanent _____

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordinations completed? Yes (No) N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed. 6 weeks / (months)

3) How will the proposed project impact the general health, safety and welfare of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

See attachment C

4) What type of funds are to be utilized for the local share for this project?

Federal _____ ODOT _____ Local X

MRF _____ OWDA _____ CDBG _____

Other _____

Note: If MRF funds are being used for the local share, the MRF application must have been filed by August 1, 1996 for this project with the Hamilton County Engineer's Office.

The minimum amount of matching funds for grant projects (local share) must be at least 10% of the TOTAL CONSTRUCTION COST. What percentage of matching funds are being committed to this project?

10 %

5) Has any formal action by a federal, state, or local government agency resulted in a complete or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the legislation must be submitted with the application, THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE VALID.

Complete Ban _____ No Ban X

Will the ban be removed after the project is completed?

Yes _____ No _____

6) What is the total number of existing users that will benefit as a result of the proposed project?

2400 users

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. NOTE: DOCUMENTATION MUST BE PROVIDED FOR COUNTS OF 4,000 ADT AND ABOVE, AND HAVE THE DOCUMENTATION CERTIFIED BY EITHER A LICENSED ENGINEER OR AN OFFICIAL OF THE SUBDIVISION.

7) Has the jurisdiction developed a Five Year Capital Improvement Plan as required in O.R.C., Chapter 164?

Yes X No _____

8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

See attachment D

9) For expansion projects, please provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S .Geometric Design of Highways and Streets. and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed LOS is not .C. or better, explain why LOS .C. cannot be achieved. (Attach separate sheets if necessary.)

COLERAIN TOWNSHIP

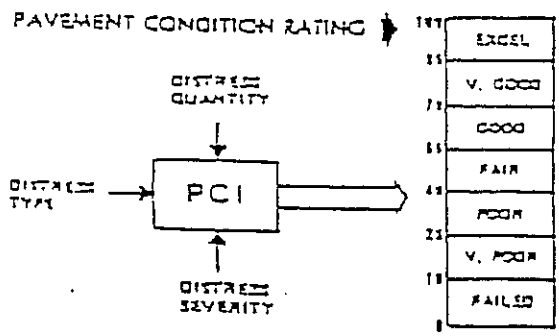
PAVEMENT MANAGEMENT SYSTEM

MICRO PAVER

Colerain Township uses Micro Paver, a computerized Pavement Management System. It is a decision making tool which allows the Township to develop cost effective maintenance and repair alternatives for Township roads. Hamilton County Engineers also use micro paver as their Pavement Management System.

The computerized system consists of a database to store the information, programs and procedures to search, retrieve and analyze the data. The data for this is taken from field inspections by a qualified field inspector.

The U.S. Army Construction Engineering Research Laboratory (USACERL) developed the Micro Paver Pavement Management System to optimize the use of pavement repair funds. The system, which uses state-of-the-art management techniques, was developed through funding from the U.S. Army, U.S. Air Force, Federal Aviation Administration (FAA) and Federal Highway Administration (FHWA). The American Public Works Association (APWA) provides and made available the micro paver system to public agencies, providing educational training courses, distribution, and full technical support of the system for established fees. APWA has contributed significantly through monitoring paver field testing by many cities and providing feedback to the development team. An important factor in optimizing the use of pavement repair funds is the pavement condition, which is determined by using the Pavement Condition Index (PCI).



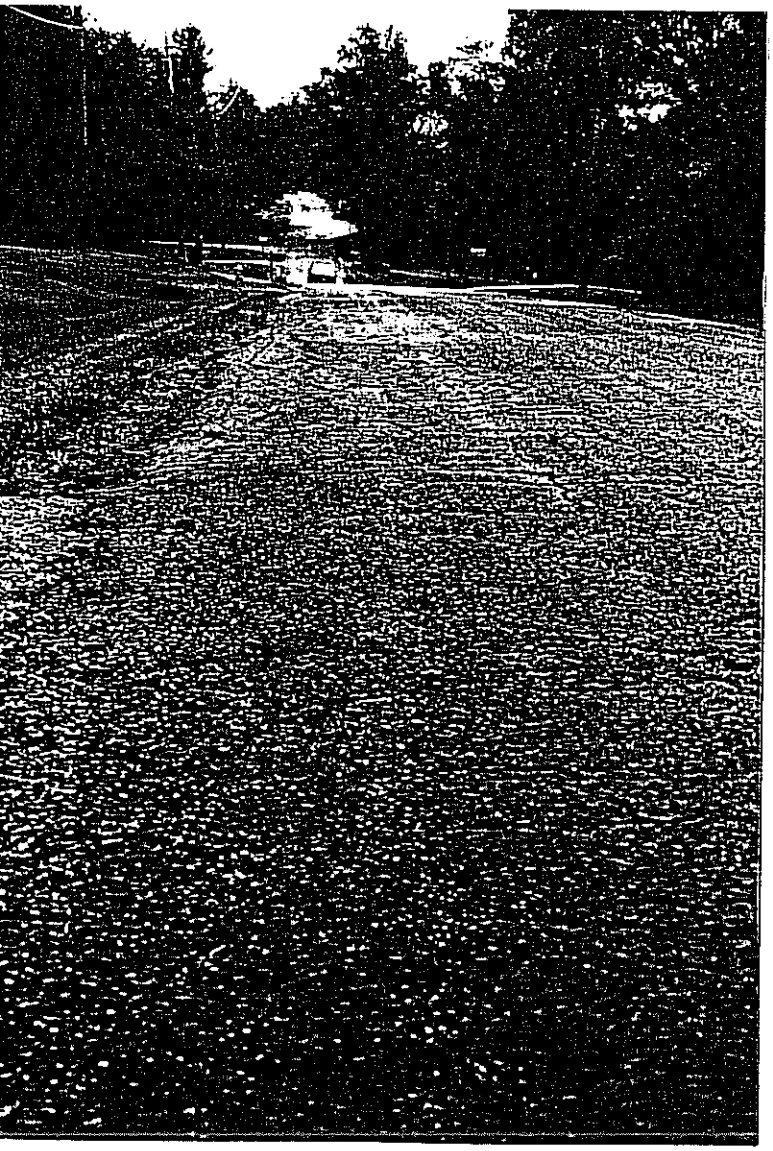
PCI Concept

The PCI is an objective and repeatable rating of pavement condition based on observed distress. The PCI provides a consistent measure of a pavement's structural integrity and operational condition. The condition prediction will give a predicted PCI, which in turn shows the rate at which these pavements deteriorate. The combination of the PCI and predicted PCI generated these streets applied for on this SCIP application.

The rating methods described here were developed over many years by the U.S. Army Construction Engineers Research Lab (CERL). The methods are designed to result in a composite pavement "index" which would reflect the rating given by a very experienced and knowledgeable pavement engineer. The definitions have gone through scores of iterations of rewriting and field testing and those presented here have been field tested by the APWA Research Foundation, during the cooperatively funded project "Optimizing Pavement Investments." The APWA study found that these methods result in consistent PCI ratings regardless of inspector, provided that the inspector is properly trained. Colerain Township has been working with micro paver since 1990. It has been an asset to our Pavement Management.

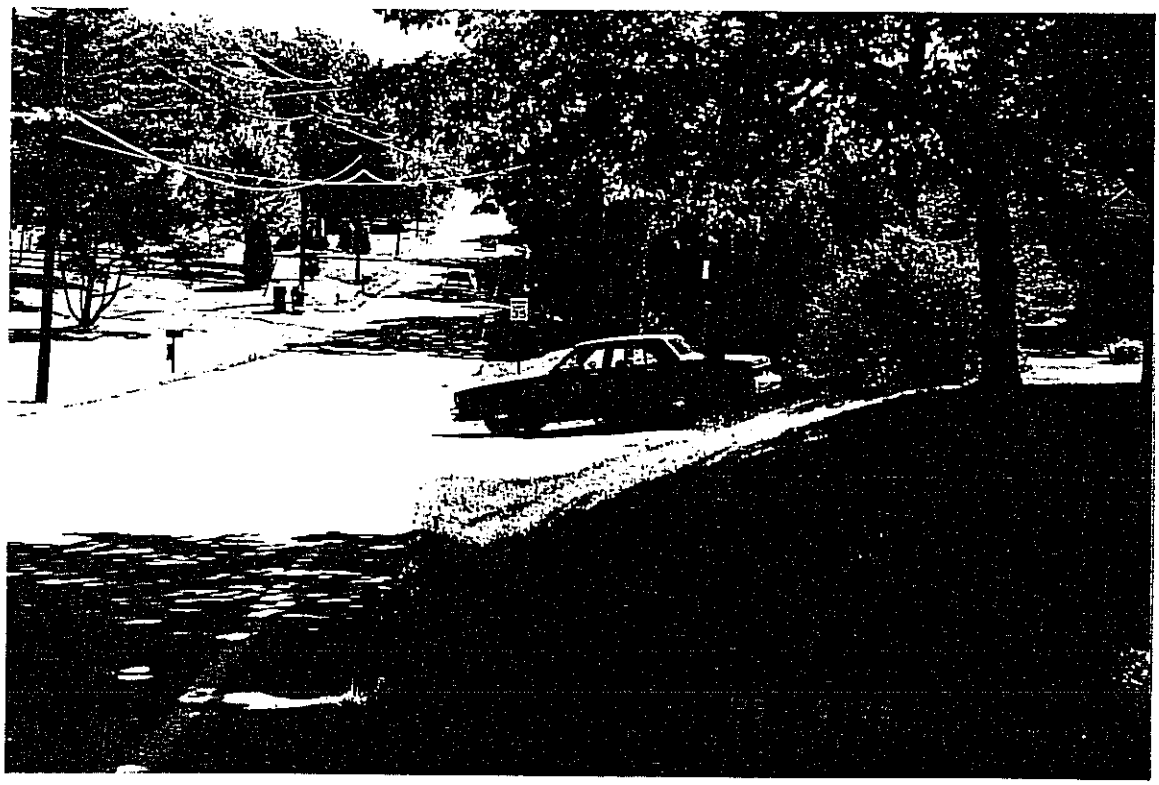
View fro
in vehic
at stop si
on Prechte
at Dyrid
looking to
the left/we

PRECHTEL RD.



Intersection of Prechtel + DryRidge Road

PRECHTEL RD



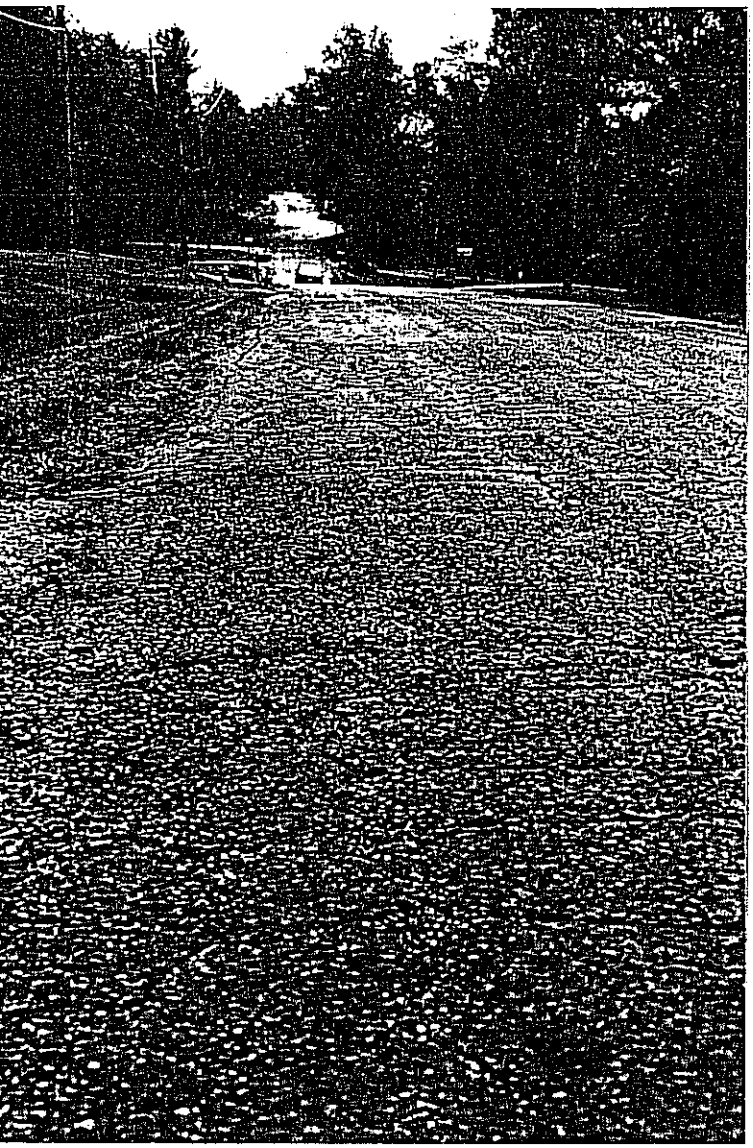
Intersection of Prechtel + DryRidge Road

Intersection of Prechtel + Dry Ridge Road

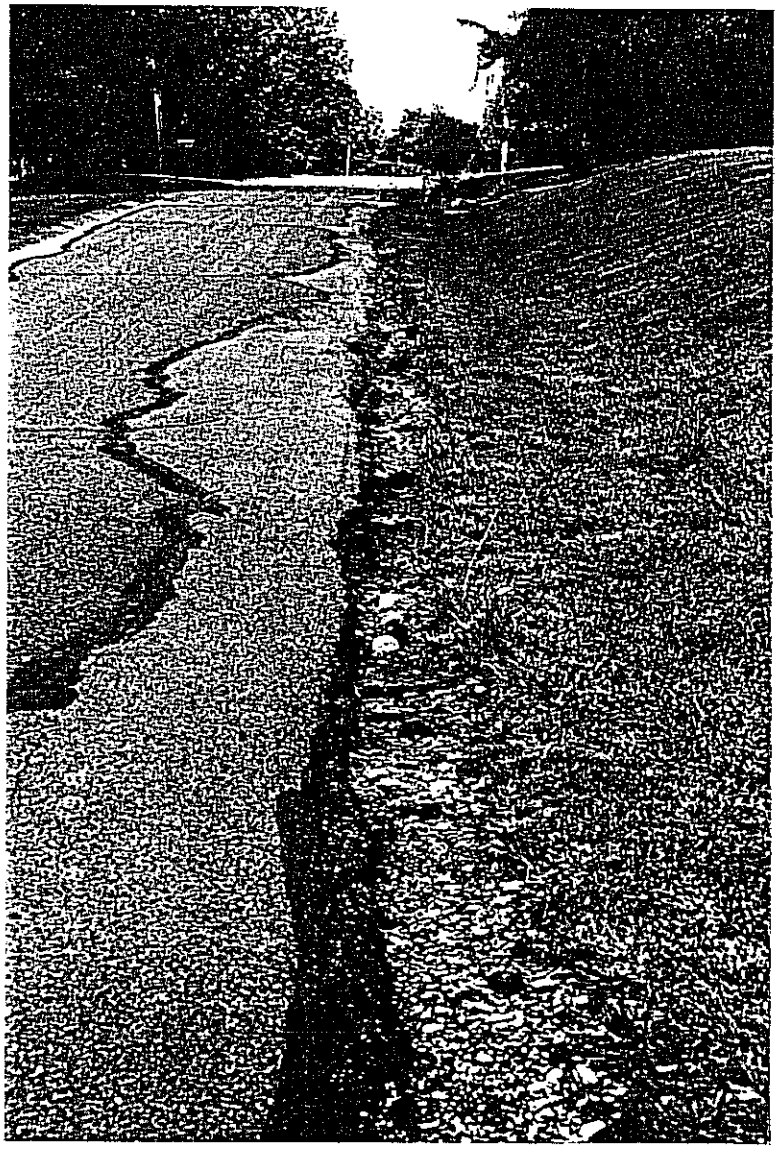
PRECHTEL RD

Intersection of Prechtel + Dry Ridge Road

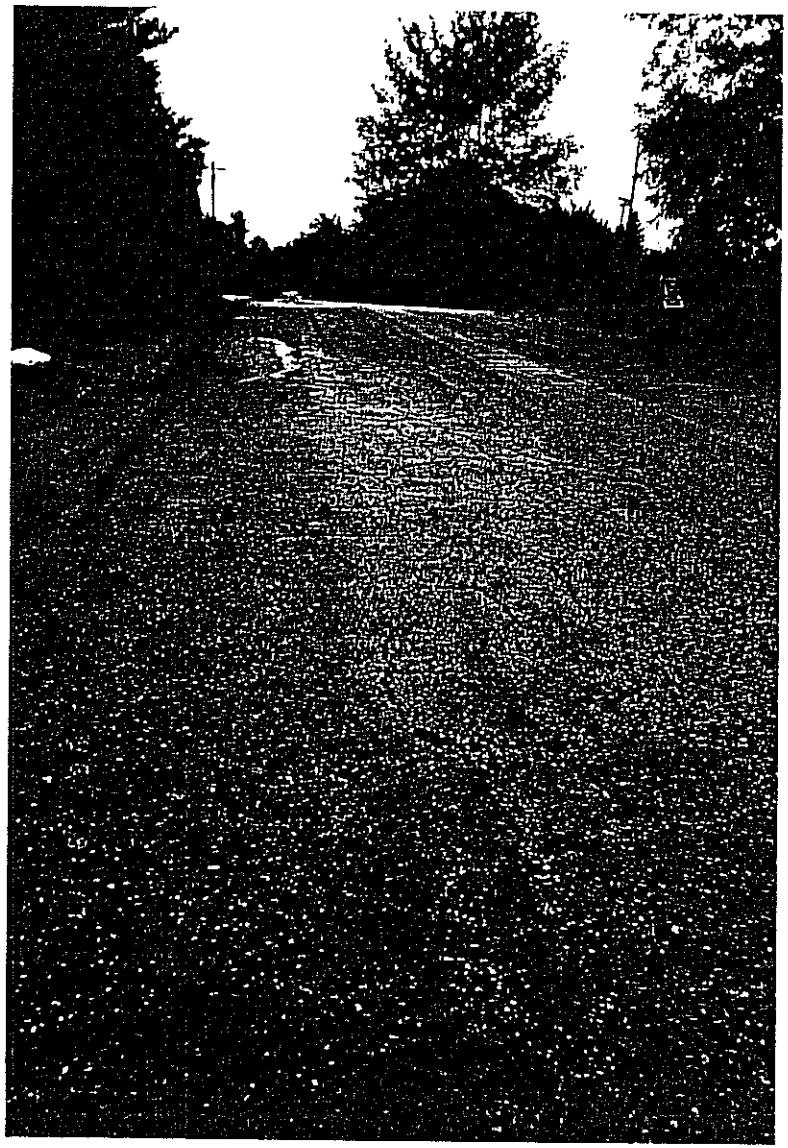
PRECHTEL RD



← South end of roadway
No turn around.



PRECHTEL RD.



SCIP/LTIP PROGRAM
ROUND 11 - PROGRAM YEAR 1997
PROJECT SELECTION CRITERIA
JULY 1, 1997 TO JUNE 30, 1998

ADOPTED BY THE INTEGRATING COMMITTEE
May 24, 1996

JURISDICTION/AGENCY: Colerain Township

NAME OF PROJECT: Prechtl Road Reconstruction

PRELIMINARY SCORE FOR THIS PROJECT: 55

FINAL SCORE FOR THIS PROJECT: 55

RATING TEAM: _____

1) If *SCIP/LTIP* funds are granted, when would the construction contract be awarded? *POINTS* ~~30~~ 5

10 Points - Will be under contract by end of 1997 and no delinquent projects in Rounds 8 & 9.

5 Points - Will be under contract by March 30, 1998 and/or jurisdiction has had one delinquent project in Rounds 8 & 9. Said March 30 on App.

0 Points - Will not be under contract by March 30, 1998 and/or jurisdiction has had more than one delinquent project in Rounds 8 & 9.

2) What is the physical condition of the existing infrastructure to be replaced or repaired? 23

25 Points - Failed
23 Points - Critical
20 Points - Very Poor
17 Points - Poor
15 Points - Moderately Poor
10 Points - Moderately Fair
5 Points - Fair Condition
0 Points - Good or Better

NOTE: If the infrastructure is in "good" or better condition, it will ***NOT*** be considered for *SCIP/LTIP* funding unless it is an expansion project that will improve serviceability.

3) If the project is built, what will be its effect on the facility's serviceability? Documentation is required.

5 Points - Project design is for future demand.
4 Points - Project design is for partial future demand.
3 Points - Project design is for current demand.
2 Points - Project design is for minimal increase in capacity.
1 Point - Project design is for no increase in capacity.

3

4) How important is the project to ***HEALTH, SAFETY, AND WELFARE*** of the public and the citizens of the District and/or service area?

10 Points - Highly significant importance, with substantial impact on all 3 factors.

6

8 Points - Considerably significant importance, with substantial impact on 2 factors, or noticeable impact on all 3 factors.

6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors.

4 Points - Minimal importance, with noticeable impact on 1 factor

2 Points - No measurable impact

safety / ~~[illegible]~~

5) What is the overall economic health of the jurisdiction?

10 Points
8 Points
6 Points
4 Points
2 Points

10

6) What matching funds are being committed to the project, expressed as as a percentage of the ***TOTAL CONSTRUCTION COST?*** Loan and Credit Enhancement projects automatically receive 5 points, and no match is required. All grant funded projects require a minimum of 10% matching funds.

5 Points - 50% or more
4 Points - 40% to 49.99%
3 Points - 30% to 39.99%
2 Points - 20% to 29.99%
1 Point - 10% to 19.99%

1

,7) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? *POINTS MAY ONLY BE AWARDED IF THE END RESULT OF THE PROJECT WILL CAUSE THE BAN TO BE LIFTED.*

5 Points - Complete ban
3 Points - Partial ban
0 Points - No ban of any kind

0

8) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

5 Points - 16,000 or more
4 Points - 12,000 to 15,999
3 Points - 8,000 to 11,999
2 Points - 4,000 to 7,999
1 Point - 3,999 and under

1

9) Does the infrastructure have regional impact? Consider originations and destinations of traffic, functional classifications, size of service area, number of jurisdictions served, etc.

5 Points - Major impact
4 Points -
3 Points - Moderate impact
2 Points -
1 Point - Minimal or no impact

1

10) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or a dedicated tax for infrastructure and provided certification of which fees have been enacted?

5 Points - Two of the above
3 Points - One of the above
0 Points - None of the above

5

ADDENDUM TO THE RATING SYSTEM DEFINITIONS/CLARIFICATIONS

Criterion 1 - *ABILITY TO PROCEED*

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently cancelling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 2 - *CONDITION*

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health, safety and welfare issues. Condition is rated only on the existing facility being repaired or abandoned. If the existing facility is not being abandoned or repaired, but a new facility is being built, it shall be considered as an expansion project. (Documentation may include ODOT BR-86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included with the original application.)

Definitions:

FAILED CONDITION - Requires complete reconstruction where no part of the existing facility is salvageable. (e.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non-functioning and replacement parts are unavailable.)

CRITICAL CONDITION - Requires moderate or partial reconstruction to maintain integrity. (e.g. Roads: reconstruction of roadway, curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

VERY POOR CONDITION - Requires extensive rehabilitation to maintain integrity. (e.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

POOR CONDITION - Requires standard rehabilitation to maintain integrity. (e.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

MODERATELY POOR CONDITION - Requires minor rehabilitation to maintain integrity. (e.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

MODERATELY FAIR CONDITION - Requires extensive maintenance to maintain integrity. (e.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

FAIR CONDITION - Requires routine maintenance to maintain integrity. (e.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

GOOD OR BETTER CONDITION - Little or no maintenance required to maintain integrity.

Criterion 4 - *HEALTH, SAFETY & WELFARE*

Definitions:

SAFETY - The design of the project will prevent accidents, promote safer conditions, and eliminate or reduce the danger of risk, liability, or injury.

EXAMPLES: Widening existing roadway lanes to standard lane widths; Adding lanes to a roadway or bridge to increase capacity or alleviate congestion; replacing old or non-functioning hydrants; increasing capacity to a water system, etc.

HEALTH - The design of the project will improve the overall condition of the facility so as to reduce or eliminate disease; or correct concerns regarding the environmental health of the area.

EXAMPLES: Improving or adding storm drainage or sanitary facilities; replacing lead joints in water lines;

WELFARE - The design of the project will promote economic well-being and prosperity.

EXAMPLES: Project has the potential to improve business expansions or opportunities in the area; project will improve the quality of life in the area;

PLEASE NOTE: The examples listed above are NOT a complete list, but only a small sampling of situations that may be relevant to any given project. Each project is looked at on an individual basis to determine if any aspects of this rating category apply.

Criterion 9 - *REGIONAL IMPACT*

Definitions:

MAJOR IMPACT - Roads: major multi-jurisdictional route, primary feed to an interstate, Federal Aid Primary routes; Underground: primary water or sewer main serving and entire system; Hydrants: multi-jurisdictional.

MODERATE IMPACT - Roads: principal thoroughfares, Federal Aid Urban routes; Underground: primary water or sewer main serving only part of a system; Hydrants: all hydrants in a local system serving only one jurisdiction.

MINIMAL/NO IMPACT - Roads: cul-de-sacs, subdivision streets; Underground: individual water or sewer main not part of a large system; Hydrants: only some hydrants in a local system serving only one jurisdiction.